

# SHANNON COUNTY

INCLUDED: [Significant feature(s) of bridge given in boldface]  
[Field inventoried bridge indicated by asterisk]

Inv. No.	MHTD	Bridge Name	Description
*SHAN01	G 804A	Current River Bridge	5-130' <b>concrete filled spandrel arch</b> 1924 M.E. Gillioz, Monett, MO
*SHAN02	H 79	Sinking Creek Bridge	3- 80' <b>concrete open spandrel arch</b> 1925 Public Works Construction Co.
*SHAN03	J 420	Round Spring Bridge	1-150' <b>concrete open spandrel arch</b> 1930 C.F. Johnson and Son
*SHAN04	K 209	Eminence Bridge	3-110' <b>concrete open spandrel arch</b> 1933 List & Clark Construction Co.

## EXCLUDED:

Steel stringer  
J 646      K 274      K 924      K 989      T 157      T 789

Steel pipe culvert  
R 818      R 819

Concrete girder  
163000.6

Concrete slab  
153001.6    306000.7    306001.7    464000.1

Concrete box culvert  
J 747      K 273      K 935      K 975      Y 174      037500.1    037500.2  
190000.2    190000.5    249001.1    302001.1    302002.2    302002.3    305001.2

## SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	4	0	0	0	4
Excluded	13	14	0	0	27
	17	14	0	0	31 structures

# Current River Bridge

SHAN01

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## GENERAL DATA

structure no.:	G 804A	city/town:	0.3 mile north of Round Spring
county:	Shannon	feature inters.:	Current River
		cadastral grid:	S20, T30N, R4W
		highway route:	Missouri State Highway 19
		highway distr.:	9
		current owner:	Missouri Highway and Transportation Department

## STRUCTURAL DATA

superstructure:	concrete filled spandrel arch		
substructure:	concrete abutments, wingwalls and piers		
span number:	5	condition:	good
span length:	130.0'	alterations:	none
total length:	602.0'	floor/decking :	concrete deck
roadway width:	18.0'	other features:	concrete guardrails (standard Missouri Highway Department design); bridge plate: Missouri Highway Dept. Bridge N° 804 1924

## HISTORICAL DATA

erection date:	1924
erection cost:	\$71,471.39
designer:	Missouri State Highway Department
fabricator :	none
contractor:	M.E. Gillioz, Monett MO
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number G 804A; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; <b>Fourth Biennial Report of the Missouri State Highway Commission</b> (1923-24), p. 170; field inspection by Carl McWilliams and Richard Collier, 29 March 1992.
sign. rating:	57
evaluation:	NRHP possibly eligible

inventoried by: Carl McWilliams 6 May 1992

# Sinking Creek Bridge

SHAN02

## GENERAL DATA

structure no.:	H 79	city/town:	0.6 mile north of Round Spring
county:	Shannon	feature inters.:	Sinking Creek
		cadastral grid:	S17/18, T30N, R4W
		highway route:	Missouri State Highway 19
		highway distr.:	9
		current owner:	Missouri Highway and Transportation Department

## STRUCTURAL DATA

superstructure: concrete, 2-rib, open spandrel arch; 1 concrete deck girder approach span at each end

substructure: concrete abutments, wingwalls and piers

span number:	3	condition:	good
span length:	80.0'	alterations:	none
total length:	339.0'	floor/decking :	concrete deck
roadway width:	18.0'	other features:	concrete guardrails (standard Missouri State Highway Department design); bridge plate: Missouri Highway Dept. Bridge N° H 79 1925

## HISTORICAL DATA

erection date: 1925

erection cost: \$38,724.07

designer: Missouri State Highway Department

fabricator : none

contractor: Public Works Construction Company

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number H 79; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Fifth Biennial Report of the Missouri State Highway Commission** (1925-26), p. 217; field inspection by Richard Collier and Carl McWilliams, 29 March 1992.

sign. rating: 50

evaluation: NRHP possibly eligible

inventoried by: Carl McWilliams 6 May 1992

# Round Spring Bridge

SHAN03

## GENERAL DATA

structure no.:	J 420	city/town:	Round Spring
county:	Shannon	feature inters.:	Spring Valley Creek
		cadastral grid:	S19/20, T30N, R4W
		highway route:	Missouri State Highway 19
		highway distr.:	9
		current owner:	Missouri Highway and Transportation Department

## STRUCTURAL DATA

superstructure: concrete, 2-rib, open spandrel arch; 3 concrete deck girder approach spans at the north end; 4 concrete deck girder approach spans at the south end

substructure: concrete abutments, wingwalls and piers

span number:	1	condition:	good
span length:	150.0'	alterations:	none
total length:	523.0'	floor/decking :	concrete deck
roadway width:	20.0'	other features:	concrete guardrails (standard Missouri State Highway Department design); bridge plate: Missouri Highway Department Bridge N° J-420 1930

## HISTORICAL DATA

erection date: 1930

erection cost: \$70,152.85

designer: Missouri State Highway Department

fabricator : none

contractor: C.F. Johnson and Son

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number J 420; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Seventh Biennial Report of the Missouri State Highway Commission** (1929-30), p. 261; field inspection by Carl McWilliams and Richard Collier, 29 March 1992.

sign. rating: 53

evaluation: NRHP possibly eligible

inventoried by: Carl McWilliams 6 May 1992

# Eminence Bridge

SHAN04

## GENERAL DATA

structure no.:	K 209	city/town:	Eminence
county:	Shannon	feature inters.:	Jacks Fork of Current River
		cadastral grid:	S26, T29N, R4W
		highway route:	Missouri State Highway 19
		highway distr.:	9
		current owner:	Missouri Highway and Transportation Department

## STRUCTURAL DATA

superstructure: concrete, 2-rib, open spandrel arch; 2 concrete deck girder approach spans at the north end; 1 concrete deck girder approach span at the south end

substructure: concrete abutments, wingwalls and piers

span number:	3	condition:	good
span length:	110.0'	alterations:	none
total length:	430.0'	floor/decking :	concrete deck
roadway width:	22.0'	other features:	concrete guardrails (standard Missouri State Highway Department design); bridge plate: Missouri Highway Dept. Bridge K 209 1933

## HISTORICAL DATA

erection date: 1933

erection cost: \$50,514.75

designer: Missouri State Highway Department

fabricator : none

contractor: List and Clark Construction Company

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number K 209; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Ninth Biennial Report of the Missouri State Highway Commission** (1933-34), pp. 186-87; field inspection by Carl McWilliams and Richard Collier, 29 March 1992.

sign. rating: 50

evaluation: NRHP possibly eligible

inventoried by: Carl McWilliams 6 May 1992

# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Current River Bridge  
MHTD: G 804A

SHAN01

**DATE(S) OF CONSTRUCTION**

1924

**LOCATION**

Missouri State Highway 19 over Current River; S20, T30N, R4W  
0.3 mile north of Round Spring; Shannon County, Missouri

**USE (ORIGINAL / CURRENT)**

highway bridge / highway bridge

**RATING** NRHP possibly eligible (score: 57)

**CONDITION**

good

**OWNER**

Missouri Highway and Transportation Department

span number: 5

span length: 130.0'

total length: 602.0'

roadway wdt.: 18.0'

superstructure: concrete filled spandrel arch

substructure: concrete abutments, wingwalls and piers

floor/decking: concrete deck

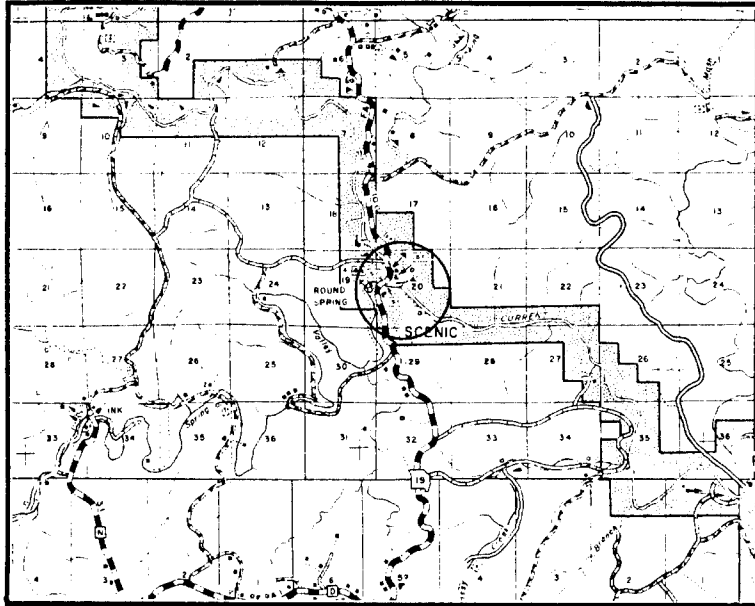
other features: concrete guardrails (standard Missouri Highway Department design); bridge plate:  
**Missouri Highway Dept. Bridge N° 804 1924**

Extending through southern Missouri's scenic Ozarks, State Highway 19 is Shannon County's principal north-south highway. In the early 1920s, the Missouri State Highway Commission began efforts to modernize the roadway, including the replacement of bridges over the route's larger waterways. Opting for concrete construction rather than steel, the highway commission built a series of graceful arches, that blended nicely with the mountainous terrain. Comprised of three, 130-foot open spandrel arches, flanked on either end by 60-foot filled spandrel arches, this bridge was erected where the Current River intersected the highway just north of Round Spring. Drawings were prepared in the fall of 1923, and by year's end the project had been put out to bid. On January 29, 1924, a contract for the bridge's construction was awarded to M.E. Gillioz. Based in Monett, Missouri, Gillioz was one of southern Missouri's more prolific builders during the 1920s and 1930s. Comprised of three 130-foot arches, and two 60-foot arches, Gillioz completed the crossing later that year. Unchanged from its original construction, the Current River Bridge displays a high degree of historical integrity as it continues to carry traffic in the Missouri Ozarks.

The Missouri State Highway Department characteristically used filled spandrel designs for its concrete arches with 80 feet or less of span; open spandrel arches were employed for longer-span applications. MSHD engineers designed numerous single-span examples of the former configuration in the 1920s and 1930s, but few filled spandrel arches with multiple spans. A handful of these large-scale bridges have been identified by the statewide bridge inventory. The Current River Bridge's 130-foot span ranks as Missouri's longest-span filled spandrel arch. Moreover, the structure's five spans is unsurpassed among the state's other filled spandrel arches. The Current River Bridge thus is distinguished as a technologically significant representative of Missouri State Highway Department concrete design of the 1920s.

**NAME(S) OF STRUCTURE**  
Current River Bridge

**PHOTOS AND SKETCH MAP OF LOCATION**



**LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number G 804A; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Fourth Biennial Report of the Missouri State Highway Commission (1923-24)**, p. 170; field inspection by Carl McWilliams and Richard Collier, 29 March 1992.

**INVENTORIED BY**  
Carl McWilliams

**AFFILIATION**  
Fraserdesign, Loveland CO

**DATE**  
6 May 1992

# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Sinking Creek Bridge  
MHTD: H 79

SHAN02

**DATE(S) OF CONSTRUCTION**

1925

**LOCATION**

Missouri State Highway 19 over Sinking Creek; S17/18, T30N, R4W  
0.6 mile north of Round Spring; Shannon County, Missouri

**USE (ORIGINAL / CURRENT)**

highway bridge / highway bridge

**RATING** NRHP possibly eligible (score: 50)

**CONDITION**

good

**OWNER**

Missouri Highway and Transportation Department

span number: 3

span length: 80.0'

total length: 339.0'

roadway wdt.: 18.0'

superstructure: concrete, 2-rib, open spandrel arch; 1 concrete deck girder approach span at each end

substructure: concrete abutments, wingwalls and piers

floor/decking: concrete deck

other features: concrete guardrails (standard Missouri State Highway Department design); bridge plate:  
**Missouri Highway Dept. Bridge N° H 79 1925**

Extending through southern Missouri's scenic Ozarks, State Highway 19 is Shannon County's principal north-south highway. In the early 1920s, the Missouri State Highway Commission began efforts to modernize the roadway, including the replacement of bridges over the route's larger waterways. Opting for concrete construction, rather than steel, the Highway Commission built a series of graceful open-spandrel arches, that blended nicely with the mountainous terrain. Among the first such bridges was this three-span arch, erected over Sinking Creek, where it intersected the highway about ½ mile north of Round Spring. Design work was prepared by the Highway Commission in early 1925. Bids were solicited that spring, and on June 26th, a \$38,724.07 contract for the bridge's construction was awarded to the Public Works Construction Company. Comprised of three 80-foot open-spandrel arches, the structure was flanked on each end by 40-foot concrete deck girder approaches. The crossing was completed in the fall of 1925, as planned and on schedule. Still in use, the Sinking Creek Bridge is unchanged from its original construction. As such, the crossing possesses a high degree of historical integrity.

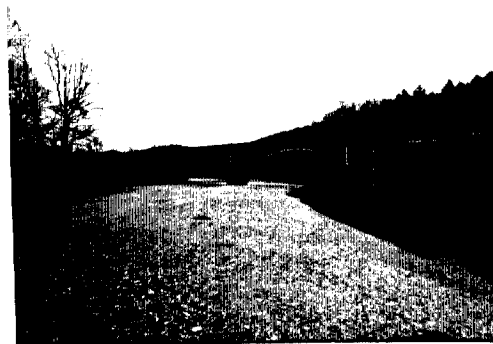
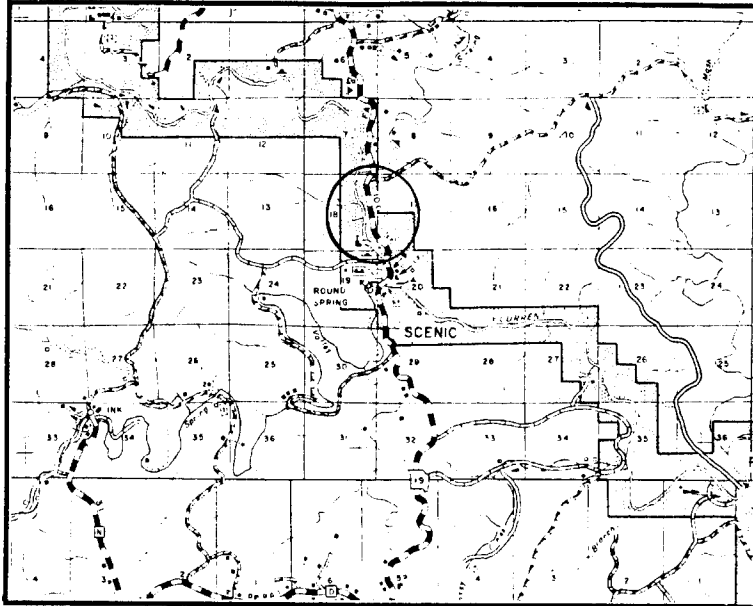
The Missouri State Highway Department typically used open spandrel designs for its concrete arches with 80 feet or more of span; with some exceptions, filled spandrel arches were employed for shorter-span applications. MSHD engineers designed a number of open spandrel arches in the 1920s and '30s, employing both single and multiple span configurations. Among those identified by the statewide bridge inventory, the Sinking Creek Bridge rates as a well-preserved, representative example of open spandrel arch construction.



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**NAME(S) OF STRUCTURE**  
Sinking Creek Bridge

**PHOTOS AND SKETCH MAP OF LOCATION**



**LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number H 79; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Fifth Biennial Report of the Missouri State Highway Commission (1925-26)**, p. 217; field inspection by Richard Collier and Carl McWilliams, 29 March 1992.

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**INVENTORIED BY**  
Carl McWilliams

**AFFILIATION**  
Fraserdesign, Loveland CO

**DATE**  
6 May 1992

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# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Round Spring Bridge (Spring Valley Bridge)  
MHTD: J 420

SHAN03

**DATE(S) OF CONSTRUCTION**

1930

**LOCATION**

Missouri State Highway 19 over Spring Valley Creek; S19/20, T30N, R4W  
Round Spring; Shannon County, Missouri

**USE (ORIGINAL / CURRENT)**

highway bridge / highway bridge

**RATING** NRHP potentially eligible (score: 53)

**CONDITION**

good

**OWNER**

Missouri Highway and Transportation Department

span number: 1  
span length: 150.0'  
total length: 523.0'  
roadway wdt.: 20.0'

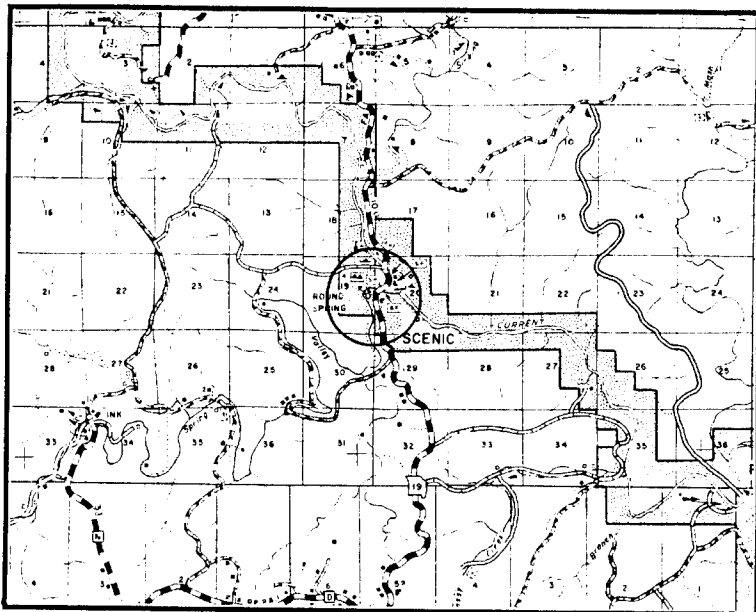
superstructure: concrete, 2-rib, open spandrel arch; 3 concrete deck girder approach spans at the north end; 4 concrete deck girder approach spans at the south end  
substructure: concrete abutments, wingwalls and piers  
floor/decking: concrete deck  
other features: concrete guardrails (standard Missouri State Highway Department design); bridge plate:  
**Missouri Highway Department Bridge No J-420 1930**

Extending through southern Missouri's scenic Ozarks, State Highway 19 is Shannon County's principal north-south highway. In the early 1920s, the Missouri State Highway Commission began efforts to modernize the roadway, including the replacement of bridges over the route's larger waterways. Opting for concrete construction, rather than steel, the Highway Commission built a series of graceful open-spandrel arches, that blended nicely with the mountainous terrain. Perhaps the most impressive of these bridges was this skewed, open-spandrel arch, erected over Spring Valley Creek, along one of the highway's most picturesque stretches. Located within the Ozark National Scenic Riverways, the bridge is adjacent to a nearly perfectly round spring. Ages ago, the spring was underground - within a natural cave - but the cave's roof has long since collapsed, and the spring is now open, displaying waters with a deep green hue. Drawings for the crossing, which takes its name from the spring, were prepared in early 1930. In the spring of that year, the project was put out to bid. On April 28, 1930, a contract for the bridge's construction was awarded to C.F. Johnson and Sons. Comprised of a single 150-foot arch over Spring Creek's channel, the bridge was flanked by seven concrete deck girder approaches. Johnson and Sons completed the structure later that year for just over \$70,000.00. Located where the highway leads into a sweeping curve, the bridge continues to carry moderate traffic loads. Unchanged from its original construction, the Round Spring Bridge possess a high degree of historical integrity.

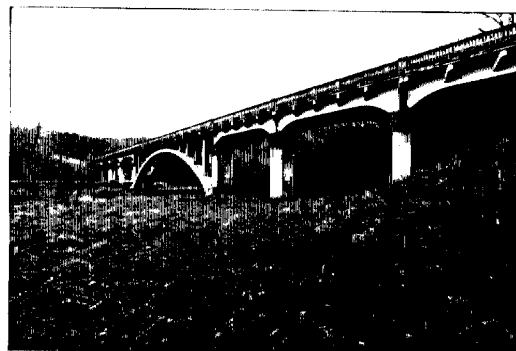
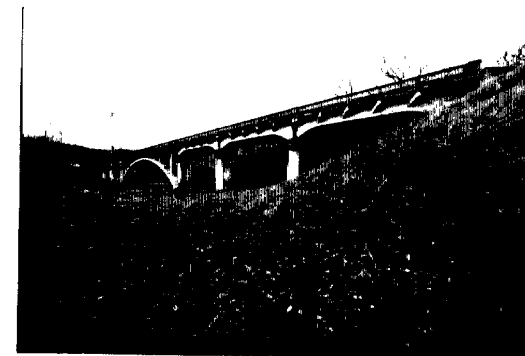
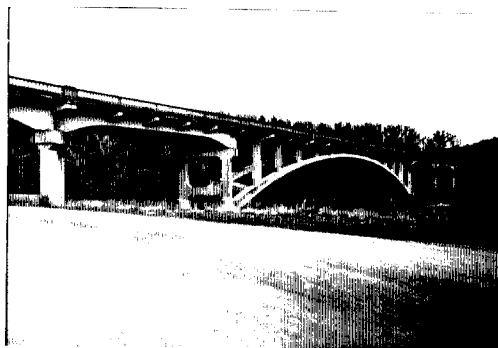
The Missouri State Highway Department characteristically used open-spandrel designs for its concrete arches with 80 feet or more of span; with some exceptions, filled-spandrel arches were typically employed for shorter-span applications. MSHD engineers designed a number of open-spandrel arches in the 1920s and '30s, employing both single and multiple span configurations. Among those identified by the statewide bridge inventory, the Round Spring Bridge rates as superlative example of open-spandrel arch construction. Possessing strong integrity of both design and setting, the structure is surpassed in span length only by the Branson Bridge in Taney County (Structure No. J 705 R).

**NAME(S) OF STRUCTURE**

Round Spring Bridge (Spring Valley Bridge)

**PHOTOS AND SKETCH MAP OF LOCATION****LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number J 420; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Seventh Biennial Report of the Missouri State Highway Commission (1929-30)**, p. 261; field inspection by Carl McWilliams and Richard Collier, 29 March 1992.

**INVENTORIED BY**

Carl McWilliams

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

6 May 1992

# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Eminence Bridge (Jacks Fork Bridge)  
MHTD: K 209

SHAN04

**DATE(S) OF CONSTRUCTION**

1933

**LOCATION**

Missouri State Highway 19 over Jacks Fork of Current River; S26, T29N, R4W  
Eminence; Shannon County County, Missouri

**USE (ORIGINAL / CURRENT)**

highway bridge / highway bridge

**RATING** NRHP potentially eligible (score: 50)

**CONDITION**

good

**OWNER**

Missouri Highway and Transportation Department

span number: 3  
span length: 110.0'  
total length: 430.0'  
roadway wdt.: 22.0'

superstructure: concrete, 2-rib, open spandrel arch; 2 concrete deck girder approach spans at the north end; 1 concrete deck girder approach span at the south end  
substructure: concrete abutments, wingwalls and piers  
floor/decking: concrete deck  
other features: concrete guardrails (standard Missouri State Highway Department design); bridge plate: Missouri Highway Dept. Bridge K 209 1933

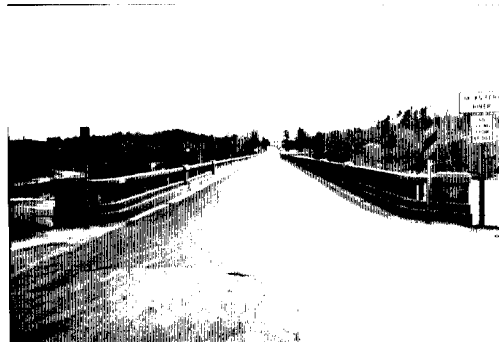
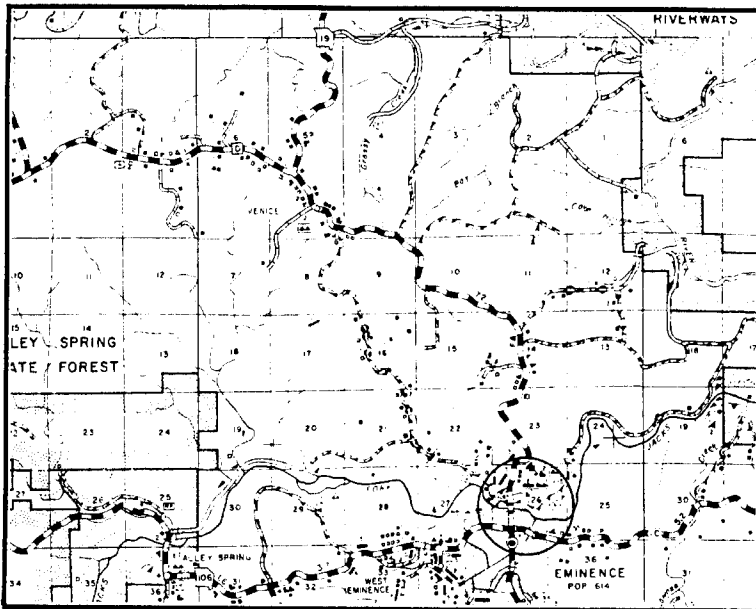
Extending through southern Missouri's scenic Ozarks, State Highway 19 is Shannon County's principal north-south highway. In the early 1920s, the Missouri State Highway Commission began efforts to modernize the roadway, including the replacement of bridges over the route's larger waterways. Opting for concrete construction, rather than steel, the Highway Commission built a series of graceful open-spandrel arches, that blended nicely with the mountainous terrain. Erected late in the series was this three-span open spandrel arch, erected over the Jack's Fork of the Current River, at the north edge of Eminence. Drawings were prepared in early fall 1933. Following a bidding process, on October 28th, the List and Clark Construction Company was awarded a \$50,514.75 contract for the bridge's construction. Embracing three 110-foot arches, and three 25-foot concrete deck girder approaches, the crossing was completed early the following year. Unchanged from its original construction, the Eminence Bridge displays strong attributes of historical integrity. Continuing to carry traffic, the bridge remains an integral part of State Highway 19.

The Missouri State Highway Department characteristically used open-spandrel designs for its concrete arches with 80 feet or more of span; with some exceptions, filled-spandrel arches were typically employed for shorter-span applications. MSHD engineers designed a number of open-spandrel arches in the 1920s and '30s, employing both single and multiple span configurations. Among those identified by the statewide bridge inventory, the Eminence Bridge is a well-preserved, representative example of open spandrel arch construction.

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**NAME(S) OF STRUCTURE**

Eminence Bridge (Jacks Fork Bridge)

**PHOTOS AND SKETCH MAP OF LOCATION****LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number K 209; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Ninth Biennial Report of the Missouri State Highway Commission** (1933-34), pp. 186-87; field inspection by Carl McWilliams and Richard Collier, 29 March 1992.

**INVENTORIED BY**

Carl McWilliams

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

6 May 1992

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